

INCREASE IN FREIGHT RATES IS WELCOMED HERE

Immediate Stimulation in Every Line of Business Now Is Predicted.

RICHMOND WILL BENEFIT
Financial Experts Predict Greater Confidence in Railroad Investments Will Result From Decision of Interstate Commerce Commission.

News that the Interstate Commerce Commission has finally granted the application of Eastern railroads for an increase in freight rates is the signal for expressions of decided opinion in Richmond, and for predictions by men prominent in local commercial and industrial circles of an immediate stimulation in business confidence. It is realized by business men here that when the Eastern railroads are allowed a flat increase of 2 per cent in freight rates, except upon coal, coke, iron ore and "lake-and-rail" joint shipments, as provided in the decision of the commission yesterday, an immediate quickening in practically every line of business is to be expected.

Those familiar with local traffic conditions believe that the authorized increase places upon Richmond a much lighter burden than that which must be borne by many other Eastern cities. It is also thought that a good part of the receipts accruing from the increase in freight rates will be applied by the carriers to the purchase of new equipment.

LOCOMOTIVE WORKS MAY REAP SUBSTANTIAL BENEFITS

The Richmond branch of the American Locomotive Company may reap substantial benefits from the decision for an increase in freight rates, since no increase in freight rates on iron and coal has been granted. It is pointed out that this concern will be enabled to turn out locomotives at a comparatively low figure. While large benefits from the decision will naturally accrue to practically every rail line entering Richmond, and in Virginia, the increase in freight receipts on railroads carrying great quantities of coal will not be as large as on some other lines. In the case of the Chesapeake and Ohio, Norfolk and Western, and the Virginia Railway, the increase in freight receipts will be considerable. The Richmond, Fredericksburg and Potomac.

When asked for an opinion on the decision, which was somewhat reticent regarding its immediate effect on conditions here, but they were unanimous in their expressions of pleasure that the commission has granted the increase. They were also united in the opinion that the inauguration of the new rates will mark the beginning of an era of better times for shippers and carriers.

MEANS INCREASED CONFIDENCE IN RAILROAD SECURITIES

"It means that confidence in railroad investments will be strengthened," said one railroad official, "and in this event every one will share in the benefits which must certainly result from the new rates."

"Richmond is a railroad supply center," said W. T. Dabney, business manager of the Chamber of Commerce, "and the increase in freight rates is certainly going to help local industries. It will improve the credit of the roads, and they are going to go ahead and place orders for supplies of all descriptions. It will help the Richmond branch of the American Locomotive Works, the Treadwell Company, the Old Dominion Iron and Nail Works, the Johnson Iron Works, Smith-Courtney Company, the Southern Supply Company, contractors and everybody. It means jobs for the jobs. It is stimulating Richmond and is going to reap its benefits to the fullest extent."

RELIEVES CRITICAL SITUATION.

Governor George F. Slay, of Federal Reserve Bank, expressed the opinion that the decision is one of the best things that could possibly happen to the country. While it does not restore its material effect will be immediate, it will in a sentimental way be felt at once. It gives the railroads an opportunity to feel their credit, which has been impaired, and relieves what has been admittedly a serious or critical situation.

H. R. Pollard, Jr., president of the Richmond Bank and Trust Company, predicted that the inauguration of the new rates will mean an immediate restoration of business confidence, and give the carriers a chance to place orders for new equipment, which he said will mean more work for every one.

The effect upon American securities will be immediate, and it will restore confidence to the business world as nothing else can do," said Oliver J. Sands, president of the American National Bank. Other Richmond bankers and business men greeted the news of the commission's decision with expressions of keenest pleasure.

TRAFFIC MANAGER GOODMAN EXPECTS GREAT BENEFITS

W. T. Goodman, traffic manager of the Richmond Chamber of Commerce, yesterday afternoon stated that he had not yet had time to review all of the far-reaching effects of the decision, but he expressed the hope that immediate benefits will result when the new rates are put in operation.

Those well versed in rate classifica-

tions and traffic routes are inclined to believe that it will require many days for the carriers to prepare tariff classifications under the new decision. The decision provides that the new rates can be made effective ten days after the tariffs are filed with the commission. Realizing that the property of the entire country is more or less dependent upon the prosperity of its railroads, it is thought that there will be few objections to the increase. Without exception all Richmond business men who were asked for an opinion in the matter yesterday were unanimous in their expressions of pleasure.

EASTERN RAILS GET RATE ADVANCE OF 5 PER CENT

(Continued from First Page.)

not to exceed 5 per cent of the division of the rate on the carriers in official classification territory. These increases involve a change in the relationship under the long and short-haul rule between intermediate points outside of the official classification territory, relief from the fourth section of the act must be secured on regular application. The rate on New York and New England, from and to points in trunk line or Central Freight Association territory, where necessary to preserve established relationships between points or ports in trunk line territory, may be increased not to exceed 5 per cent.

"Subject to the maintenance of the established Atlantic ports differential, rates to and from New York may be increased not to exceed 5 per cent, and rates to and from Portland, Boston, Philadelphia and Baltimore may be increased to the extent necessary to maintain said differential."

RULING AS TO INCREASES MADE SINCE JULY 29

"Except as otherwise above specified, rates in official classification territory may be increased by not more than 5 per cent, but rates increased since July 29, 1914, and not now being again increased so as to exceed those then in effect by an aggregate of more than 5 per cent of the intrateritorial rate, or of the portion or division of the rate on the carriers in official classification territory, as the case may be."

"In some instances, and in part because of the pendency of this proceeding, we have recently suspended proposed increased rates in this territory. Carriers may, if they so elect, now cancel such tariffs so suspended, and the rates on the carriers in official classification territory, as the case may be."

"To the extent above indicated, we now modify our previous finding, and carriers affected may file, effective not less than ten days' notice, such tariffs as do not offend against the restrictions above stated."

"The rates on the carriers in official classification territory, as the case may be, are stated in the decision as follows:

1. Rail-lake-and-rail, lake-and-rail, and rail-lake rates.—If it is shown on the record that the carriers acquired ownership and control of the Lake lines, successive increases have been made in the rates via Lake, tending to lessen the differences between the rates on the carriers in official classification territory, as the case may be."

2. Rates on bituminous coal and coke.—Not long since these rates were investigated and maximum rates were prescribed by the commission. The rates on bituminous coal and coke from the Pittsburgh district to Youngstown, and the rate on Lake cargo coal to Ashtabula—have been fixed in the light of the various factors which enter into the transportation of such coal. The prevailing rates are remunerative, and the financial condition of the principal bituminous coal carriers is in marked contrast with that of many of the other carriers in official classification territory. Twice in the not distant past the rates on bituminous coal have been increased 5 per cent a ton, and would seem now to be as high as may fairly be allowed. It must be remembered also that the carriers are not seeking general increases in rates on anthracite coal, and both kinds of coal are used in competitive markets. As to coke, the rates are controlling the greater volume of traffic now moving in official classification territory have recently been set by the commission upon a basis which was specifically designed to guard against shrinking the carriers' revenue therefrom, and which really resulted in substantial additions to their earnings on that traffic."

3. Rates on anthracite coal and iron ore, largely because they are before us for review in other proceedings.

4. Rates filed by unexpired orders of the commission.

HARLAN DECLARES HIS ENTIRE DISSENT

Chairman Harlan, while agreeing that the roads have established their needs of additional net revenue, declares his entire dissent from the course now approved by the commission for permitting the carriers to augment their revenues. "The original record contained no evidence tending to prove that any of the proposed increased rates affecting trunk lines or New England territories were just and reasonable," said he, "and this deficiency in proof was not supplied upon the further hearing. The record showed the financial condition of the trunk-line carriers generally to be much more favorable."

"We pointed out, however, in our original report the sources from which needed additional net income could and should be obtained, namely, by provision of rates and an abandonment of practices found to be unremunerative or wasteful."

"By following the suggestions made in the original report the carriers could undoubtedly secure additional net income from the amount estimated to accrue under the proposed horizontal rate increase, and far more than can accrue to them under the relief now accorded in the supplemental report."

"I cannot but think that a general increase in the standard rates of this country, while the rate structures of these carriers remain full of inconsistencies, discriminations and unfair practices, that deplete their revenues, is morally wrong; that the placing of additional burdens on interstate commerce is not also placed upon State commerce is also wrong; and that the course approved in the supplemental report will ultimately be disastrous to the carriers themselves as it will be harmful to the general interests."

Commissioner Clements, dissenting, says in part:

"I can but regard the action now taken by the commission as one of harmony with the spirit and purpose of the law, and as taking a step that leads away from the sound principles necessary to conserve the ends of justice."

"He urged that the functions of the commission was to establish rates that are 'just and reasonable,' without substantial regard for exterior conditions which might be either temporary or permanent."

"The application of the Eastern roads for a rehearing of the rate case was made on September 15 last, on the ground that the European war and other stated reasons had materially changed conditions since the previous decision was given."

"The petition for a rehearing stated that the petitioners, comprising thirty-five railroad systems in 'official classification territory.' It set forth that since the commission's previous decision 'facts and circumstances within the territory warranting a rehearing. Specifically it was stated that since the previous decision the complete income accounts for the fiscal year ending June 30, 1914, had become available."

"The unforseen European war," the petition went on to say, "has brought about an unparalleled destruction of wealth and dislocation of credit throughout the civilized world. It is certain that the competition for capital will be keener and interest rates higher for some years to come than in any corresponding period within living memory. The emergency thus resulting is extremely serious."

MILITIA INSPECTIONS TO BEGIN IN JANUARY

War Department Order Causes Three Months' Advance in Dates for Annual Affairs.

ALLOTMENT IS AT STAKE

Annual Appropriations to Companies Will Depend Largely on Showing Made—General Sale to Call Officers' Conference in January.

Regular army officers will begin the annual government inspection of the Virginia Volunteers early next month. Orders issued recently by the Division of Militia Affairs, Department of the East, have caused Adjutant-General W. W. Sale to advance the dates. It was customary in the past to hold the inspections in April and May, but the new order necessitates an early start, as they must be finished before March 31.

In the past the annual government inspection has been more for the purpose of looking after the condition of the personnel. This year, however, it will be necessary for the companies to put as many men on the drill floor on that night as possible, because the annual States appropriation is going to depend in part on the showing made then.

The State Military Board at its last meeting adopted a plan whereby the allotment will be made on the average attendance at the State and Federal inspections and the summer encampment. Up to that time it was based solely on the attendance at the State inspection. Companies, therefore, made great efforts to have a maximum number present when the State officers came around, and would go to camp with a bare minimum.

The dates for the inspection will be set by Captain Arthur M. Ship, United States Army, Inspector-instructor, Virginia Volunteers. It will be his duty to visit all infantry units to meet in the State. The artillery commands will be notified by the officer in charge of the district, with offices in Washington. A medical officer will inspect the sanitary troops on dates selected by Captain Ship.

Adjutant-General Sale is expecting to issue a call for a meeting of department heads, and commanding officers of the various units to meet in this city for a conference early next month. It is his purpose to ascertain from these officers the needs for the State troops, as seen by them.

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CAKE CONTEST

Prizes Are Awarded for Excellence in Bread and Cake Making.

Several hundred people were attracted on Thursday to the breadmaking contest put forth by the E. A. Smith Company, Fourteenth and Cary Streets. There were 500 loaves and rolls submitted as examples of line in Richmond, and the first prize was won by Mrs. C. H. Pliny, 1255 North Third Street. The second prize was won by Mrs. N. C. Gentry, of 1513 Fairmount Avenue, and the third prize was won by Mrs. South Harrison Street. The prizes were for \$7.50, \$5 and \$2.50 for the bread contest, and yesterday there was a cake contest, divided into three classes as follows: \$10, \$7.50 and \$5. This contest was known as the Dolly Varden Cake contest. Everybody who entered either contest was given one-sixteenth barrel of Ceresota or Dolly Varden flour.

The awards in the cake contest were: first prize, Mrs. Greenwalt; second prize, Miss Lillian Phillips; and third prize, Mrs. W. D. Jones. The cakes and bread submitted in the contest were later donated to charity.



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Better put everything else aside and select your gifts today. You will be assured of quick and efficient service, in spite of the crowds. Plenty of obliging salespeople in the Cohen Store—Stein's orchestra will be here to-day. Come and enjoy the music. Cohen's is the store of useful gifts—fairly priced.

Fancy Goods

Shaving Sets 60c to \$7.50
Sterling Silver Brush, Comb and Mirror Sets at \$9.50 to \$18.75
Jewelry Boxes, 25c to \$8.75
Child's Set, sterling silver knife and fork in box, \$1.00 to \$1.98
Desk Sets, \$2.19 to \$3.98
"Sternum" Silver Picture Frames, 19c to \$1.75
Boys' Pocket Knives, 25c to 50c
Leather Collar Bags, 50c to \$1.75
Parisian Ivory Clocks, 95c to \$2.50
Telephone Registers, 25c to \$1
Children's Work Boxes at 30c to \$1.00
Sterling Silver Manicure Pieces, 25c to \$1.00
Sterling Silver Military Sets, \$2.98 to \$12.50
Main Floor.

Choice Gifts for Men

Silk Four-in-Hands, in pretty patterns and colors; each nicely boxed 25c
Large Silk Ties, in new novelty patterns, real beauties, four-in-hand styles, for \$1.00
\$2.00 Knitted Silk Mufflers, Saturday are only \$1.00
"Wayne Knit" Silk Hose, in black or colors, for a pair 50c
Combination Sets, Silk Hose, Silk Tie and Silk Handkerchief, in fancy box; per set \$1.00
Fur Gauntlet Gloves, on Saturday, a pair for \$1.00
Bath Robe Sets, novelty patterns, delightful colorings \$5.00
Lounging Robes, stylish robes, attractive patterns \$6.00
Bath Robes, in an extensive variety of styles, patterns and colors, at \$2.98, \$4.25 to \$15.00
Main Floor.

Store will NOT be kept open evenings before Christmas, but will close at the usual hour, 6 P. M. This we do for the benefit of our employees. Please—do your shopping early.

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The Weather

Forecast: Virginia and North Carolina—Cloudy and warmer Saturday; Sunday probably rain.

Local Temperature Yesterday.

12 noon temperature	32
3 P. M. temperature	36
8 P. M. temperature	32
Maximum temperature to 8 P. M.	37
Minimum temperature to 8 P. M.	29
Mean temperature	30
Normal temperature	40
Deficiency in temperature yesterday ..	10
Deficiency in temperature since March 1 ..	281
Accumulated deficiency in temperature since January 1	300

Local Rainfall Yesterday.

Rainfall last twenty-four hours. None. Deficiency in rainfall since March 1 .. 1.71

Accumulated deficiency in rainfall since January 1 .. 9.91

Local Observations at 8 P. M. Yesterday.

Temperature, 32; humidity, 43; wind, direction, east; wind, velocity, 5; weather, clear.

CONDITIONS IN IMPORTANT CITIES.

Place.	Temp.	Humidity.	Wind.	Weather.
Asheville	34	40	26	Clear
Birmingham	38	40	26	Clear
Atlanta City	30	34	18	Clear
Boston	26	30	16	Clear
Butte	30	30	12	P. cloudy
Calgary	6	16	2	Clear
Charleston	44	50	22	Clear
Chicago	34	34	14	Cloudy
Denver	42	28	10	Cloudy
Duluth	20	20	10	Snow
Galveston	54	56	46	Rain
Hartford	44	41	40	Cloudy
Hayward	6	20	14	Clear
Jacksonville	50	44	44	Cloudy
Kansas City	34	36	26	Snow
Louisville	36	36	26	Cloudy
Montgomery	48	52	38	Cloudy
New Orleans	50	50	38	Cloudy
New York	28	50	18	Clear
Norfolk	36	38	28	Clear
Oklahoma	36	36	30	Rain
Pittsburgh	36	36	30	Clear
Raleigh	42	42	24	Clear
St. Louis	36	40	22	Cloudy
Savannah	52	54	46	Clear
Spokane	14	14	2	Snow
Tampa	60	70	52	Cloudy
Washington	28	30	16	Cloudy
Winnipeg	16	16	10	Cloudy
Wytheville	30	34	10	Cloudy

MINIATURE ALMANAC.

December 19, 1914. HIGH TIDE: Sun rises, 7:31; Moon, 10:55; Sun sets, 4:53; Evening, 7:20.



To Bright Tobacco Growers

THE DANVILLE CO-OPERATIVE WAREHOUSE CO. for the sale of leaf tobacco controls and operates the following warehouses: ACRE'S, managed by M. O. Nelson and W. T. Fowles, under the firm name of E. F. Acre & Bro. BANNER, managed by W. T. Keeling, W. R. Fitzgerald and H. B. Watkins. CENTRAL, managed by James H. Wilson and J. C. Dickerson. PLANTERS, managed by C. B. Davis and J. K. Dudley. UNION, managed by George E. Coleman, W. B. Guarrant and H. C. Swanson.

All of these houses were constructed with the special view of handling bright tobacco. Ship or bring your tobacco to either one of the above houses, and be convinced that DANVILLE is THE market, and the DANVILLE CO-OPERATIVE WAREHOUSE CO. THE agency with which to sell your fine-cured tobacco.

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